Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at
http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCtywideComp.aspx

---

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project tile)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR –0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009.**

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION	
1	**Project title:** Transit Pathways on South Main and South Washington Streets (between Alaskan Way Viaduct and Fourth Avenue) For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	**Destination 2030 ID#:** N/A In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030,* the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.
3	a. **Sponsoring agency:** King County Department of Transportation/Metro Transit Division b. Co-sponsor(s) if applicable: N/A **Important:** For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? ☒ Yes ☐ No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	**Project contact person:** Peter Heffernan Address: 201 South Jackson, MS KSC-TR-0814 Phone: (206) 684-1812 Fax: (206) 684-2111 E-Mail: peter.heffernan@kingcounty.gov

5 **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.

a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The Transit Pathways Project on South Main and South Washington streets will create a transit priority corridor connecting buses traveling on State Route 99 to the Third Avenue transit spine in Downtown Seattle. The project will establish a couplet of two one-way streets with designated transit lanes by re-channelizing and improving existing streets, coordinating signals and installing signs on South Washington and South Main streets between Alaskan Way and Fourth Avenue South. It will also connect South Washington Street to Alaskan Way. The couplet will provide a critical link to replace the connections now made on the Alaskan Way Viaduct ramps at Seneca and Columbia streets which will be lost when the Alaskan Way Viaduct is replaced. The end result will be the establishment of an essential segment in a priority transit network for buses that travel between Downtown Seattle, West Seattle and other southwest King County locations.

b. **Project justification, need or purpose:** Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The project is needed to respond to changes in traffic circulation in Downtown Seattle that will result because of the Alaskan Way Viaduct Replacement Project, and to promote transit efficiency and reliability to support current and future service.The Alaskan Way Viaduct is a vital corridor for transit service traveling between West Seattle, Burien and other southwest King County locations, and Downtown Seattle. Currently service that travels along the Viaduct accesses Downtown Seattle by way of the Seneca and Columbia mid-town ramps – nearly 15,000 riders travel daily on those ramps today. As part of the Alaskan Way Viaduct Replacement Project, the existing ramps at Seneca and Columbia Streets will be removed and new SR 99 ramps will be built in the vicinity of Pioneer Square. The proposed South Main and South Washington Transit Pathways project will work in conjunction with these new ramps to provide an efficient route for buses between SR 99 and Third Avenue via Pioneer Square. This route will preserve transit connections to Downtown Seattle while enabling Metro to better serve the south end of Downtown Seattle. This path will also be a segment in the preferred route for the West Seattle/Ballard RapidRide line and will provide an important link in a planned network of transit pathways in Downtown Seattle.

The majority of routes that connect West Seattle, Burien and other southwest King County areas to Downtown Seattle via SR 99, including the West Seattle/Ballard RapidRide line, will depend upon the South Main and South Washington couplet. With the couplet as a preferred pathway for routes using SR 99, Metro will also be able to significantly increase service to south Downtown Seattle locations such as Pioneer Square and the International District. By redirecting existing service to take advantage of the couplet, as many as 500 additional transit trips could be routed through the south end of Downtown Seattle thereby enhancing access to the urban villages of Pioneer Square and the International District as well as intermodal hubs such as King Street Station and Colman Ferry Dock. The couplet will also support future service expansion anticipated with the launch of the West Seattle/Ballard RapidRide line and regular service growth. The West Seattle/Ballard RapidRide is projected to draw 7,000-9,000 additional users by 2015 which could mean that 25,000- 30,000 riders per day would depend on the efficient transit connection afforded by the South Washington and South Main couplet. The project could also provide a connection to Third Avenue for the service that now travels on First Avenue South carrying roughly 7,000 daily riders per day.

Without this transit path to help transit move through the traffic congestion in Pioneer Square, all the routes traveling along SR 99 will face potentially significant delay. This project will play an important role in helping transit maintain reliable, competitive travel times and minimize the time stuck in traffic.

6	**Project location:** South Main and South Washington Streets in Downtown Seattle a. County(ies) in which project is located: **Answer the following questions if applicable:** b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Alaskan Way c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Fourth Avenue South
7	**Map:** 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11"). **Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.
8	**Federal functional classification code** (Please select only one code using the table below) For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org. **Important:** A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00". Examples of exceptions: • Any bicycle and/or pedestrian project. • Projects not on a roadway and using CMAQ or other funds • Any transit project, including equipment purchase and park-and-ride lot projects.

9.	Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)	**Urban Functional Classifications "Over 5,000 population"** (Inside federal-aid urbanized and federal-aid urban areas)
	☐ **00** Exception	☐ **00** Exception
	☐ **01** Principal Arterial - Interstate	☐ **11** Principal Arterial – Interstate
	☐ **02** Principal Arterial	☐ **12** Principal Arterial – Expressway
	☐ **06** Minor Arterial	☐ **14** Principal Arterial
	☐ **07** Major Collector	☒ **16** Minor Arterial
	☐ **08** Minor Collector	☐ **17** Collector
	☐ **09** Local Access	☐ **19** Local Access
	☐ **21** Proposed Principal Arterial – Interstate	☐ **31** Proposed Principal Arterial – Interstate
	☐ **22** Proposed Principal Arterial	☐ **32** Proposed Principal Arterial – Expressway
	☐ **26** Proposed Minor Arterial	☐ **34** Proposed Principal Arterial
	☐ **27** Proposed Major Collector	☐ **36** Proposed Minor Arterial
	☐ **28** Proposed Minor Collector	☐ **37** Proposed Collector
	☐ **29** Proposed Local Access	☐ **39** Proposed Local Access

COUNTYWIDE PROJECT EVALUATION

***Important:** Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "2009 King County Countywide Project Evaluation Criteria" before completing these sections of the application for guidance, examples, and details on scoring.*

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

☒ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).

☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).

☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at http://www.prosperitypartnership.org/clusters/index.htm. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected "Designated Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

Growth

Efficient transportation, including a robust transit system is a cornerstone of growth management. By providing a critical link in a priority transit route to and through Downtown Seattle, the Transit Pathways project along South Washington and South Main will enhance the efficiency of the transit system. Effective and convenient transit service support employment and housing densities by enabling people to travel without depending upon single occupant vehicles. Bus routes that will use the South Main and South Washington couplet travel to and between multiple centers in King County, including regional growth centers, manufacturing centers and designated City of Seattle urban villages. Both residents and employees of these centers will benefit from the improvements achieved from the couplet. By preserving efficient transit connections between SR 99 and Downtown Seattle while also supporting enhanced service to and through Pioneer Square, the project will enhance access to the more than 135,000 jobs in Downtown Seattle as well as the many retail and cultural attractions. These reliable transit connections will make transit a more attractive travel option that enables people to conveniently reach Downtown Seattle from a number of areas in Seattle and southwest King County. The enhanced connections to south Downtown Seattle could potentially attract new riders for whom travel to

south downtown is currently inconvenient. Residents of Downtown Seattle will also benefit from better transit service to reach centers and urban villages outside of the central business district. The project will also provide the preferred pathway for Metro's new West Seattle/Ballard Rapid Ride line, which will provide an intermediate capacity transit service to support growing travel demand.

The specific centers that will benefit from the project are the Downtown Seattle regional growth center which is comprised of the Seattle urban villages of Pioneer Square, Chinatown-International District, the Core City, Belltown and Denny Triangle; the Burien regional growth center; the West Seattle urban villages of Westwood Highland Park, Morgan Junction, West Seattle Junction and Admiral; and the Ballard urban village. Routes traveling along the couplet also serve areas of the Duwamish Manufacturing and Industrial Center and the Ballard-Interbay-Northend Manufacturing and Industrial Center (BINMIC).

Plans and Policies.
The project supports the King County Comprehensive Plan, the King County Metro Transit Comprehensive Plan for Public Transportation and the King County Metro Transit Ten-Year Strategic Plan. In support of these plans, the project promotes the growth management goals of providing efficient transportation to serve centers and supports development of regionally and locally designated urban and manufacturing centers. It supports Metro's larger transportation strategy to create priority transit pathways through downtown Seattle to make transit more reliable and efficient. The project supports the implementation of RapidRide Bus Rapid Transit, as identified in Metro's Strategic Plan, by providing the preferred pathway for the West Seattle/Ballard RapidRide line.

Metro Transit's Comprehensive Plan (found at: http://www.metrokc.gov/kcdot/tp/transit/comprehensive_plan.pdf) identifies the following supporting policies: 3.1.1 Growth Management, 3.2.2 Mobility, 3.2.4 System Integration and Access

Metro's Strategic Plan (found at: http://www.metrokc.gov/kcdot/tp/transit/) identifies the following supporting strategies: S-5: Bus Rapid Transit, S-11: Regional System Coordination and Integration, S-14: Activity Center Circulation, C-3: Transit Speed, Safety and Reliability, IM-1: Transit Now program

The project also promotes **Vision 2040** and specifically reflects transportation policy **MPP-T-1:** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services (p. 82).

The project supports the emphasis on development of centers and urban villages at the foundation of the **City of Seattle's Comprehensive Plan**. As a project to increase transit efficiency and reliability and enhance service to centers, the project supports the following specific policies from Transportation Element (found in the Transportation Element of City of Seattle Comprehensive Plan)

T4 Provide sufficient transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers while reducing reliance on single occupancy vehicles. (p. 3.3)

T6 Allocate street space among various uses (e.g., traffic, transit, trucks, carpools, bicycles, parking, and pedestrians) according to Complete Streets principles, set out in Ordinance 122386, to enhance the key function(s) of a street as described in the Transportation Strategic Plan. (p. 3.4)

T9 Designate, in the Transportation Strategic Plan, a transit network to maintain and improve transit mobility and access, compatible with the transportation infrastructure and surrounding land uses. Through the network, focus transit investments and indicate expected bus volumes and transit priority treatments appropriate for the type and condition of the street. (p. 3.5)

T17 Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system. (p. 3.9)

T20 Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.(p. 3.9)

T22 Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and

manufacturing/industrial centers. (p. 3.10)

T58 Coordinate with regional, state and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management. (p. 3.15)

Economic Strategy

By preserving and improving connections to Downtown Seattle in general and enhancing connections to the south end of Downtown Seattle, this project will maintain and improve access to over 135,000 jobs and support all five of the initial industry clusters of Aerospace, Clean Technology, Information Technology, Life Sciences and Logistics and International Trade, which are all represented in the Downtown Seattle regional growth center. From West Seattle and other areas in southwest King County such as Burien and Des Moines, nearly 15,000 riders on 500 trips are made to and from Downtown Seattle on SR 99 each day. Ridership on SR 99 is expected to increase, due to regular system growth and the implementation of the West Seattle/Ballard RapidRide line which could draw as many as 7,000-9,000 new riders by 2015. Connections to the Duwamish Manufacturing and Industrial Center, with many Logistics and International Trade businesses are also afforded by affected services as well as a link to the Ballard-Interbay-Northend Manufacturing and Industrial Center (BINMIC) with jobs in Life Sciences, Information Technology, Environment and Alternative Energy, Aerospace, and Logistics and International Trade.

In addition to the specific industry clusters and the manufacturing centers listed above, bus routes that will use the South Main and South Washington couplet travel to and between multiple centers in King County, including regional growth centers and designated City of Seattle urban villages which also have many jobs and high employment density. Access to the City of Seattle urban villages of Pioneer Square and Chinatown-International District within the Downtown Seattle regional growth center will be greatly improved. Travelers from West Seattle and other parts of southwest King County will have faster trips to south downtown destinations as compared to trips that now connect to downtown Seattle at Seneca and Columbia. The project will also enable easier access to the planned First Hill connector, which will serve the First Hill/Capital Hill regional growth center.

12. Project's Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.
- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice[1] and/or areas experiencing high levels of unemployment or chronic underemployment).

Long-Term Benefit

The South Main and South Washington couplet will be essential to meet long term transit needs and support future transit service from West Seattle and other Southwest King County locations to the downtown area. Once the Seneca and Columbia ramps are eliminated as part of the Alaskan Way Viaduct Replacement Project, all service traveling along SR 99, including West Seattle/Ballard RapidRide will need to be redirected to the couplet or other alternative pathway into Downtown Seattle. Without a priority pathway provided by the couplet, transit will be mixed with general traffic and is likely to face periods of significant congestion. The couplet is also part of an overall strategy that Metro has developed for the Seattle Central Business District which identifies a set of recommended service paths and transit-supportive improvements to support efficient transit movement. In order to efficiently and effectively meet the future transit needs of travel to and from Downtown Seattle, transit will need more dedicated pathways to bypass growing traffic congestion in the area.

[1] The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

The South Main and South Washington couplet will move Metro toward this long term vision by building on other improvements to create a transit network through downtown Seattle from the south end to the north end.

User Groups Supported

The routes that will use the South Main and South Washington couplet provide a range of services for employees, residents and travelers from multiple centers and locations from West Seattle and southwest King County to Ballard. The affected routes including the West Seattle/Ballard RapidRide line provide a combination of peak services and all-day services that will meet the travel needs of a variety of riders, including commuters, students, transit-dependent, shoppers and people who choose to give up their cars. There are more than 220,000 people who live within a half mile of the routes, 157,000 of whom live within a quarter mile. Today, there are currently 15,000 daily riders on buses that use the existing SR 99 ramps at Seneca and Columbia streets – this project will preserve efficient transit connections to Downtown Seattle, helping to maintain transit as a competitive travel option for these rider. In addition, new riders from West Seattle and other southwest King County locations may be attracted to transit by the improved access and significant travel time savings on trips to and from the south end of Downtown Seattle because of the new routing made possible with the development of the South Main and South Washington couplet. The predominant land uses along the major corridors served by the affected bus routes are commercial and industrial, with surrounding high density and residential land uses. This mixture of land uses increases the opportunity and demand for transit, as there are multiple destinations that will attract trips.

This project and the improved transit service it facilitates will also benefit minority and lower income populations as designated in the presidential Executive Orders for Environmental Justice. The service provides mobility for residents of two low income regional growth centers, and the urban villages within them as well as three other low income City of Seattle urban villages. Both the Downtown Seattle and the Burien regional growth centers served by the affected routes are classified as low income, with a percent of population in poverty that is higher than the state average of 8.3 percent. Within the Downtown Seattle center, the urban villages of Pioneer Square and Chinatown-International District, where service levels would be most improved have just under 50 percent of residents living below poverty level. The urban villages of Westwood, West Seattle Junction and Ballard that are served by affected routes are also classified as low income, with poverty rates of 14 percent, 10 percent and 11 percent respectively.

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

Safety and Convenience

The project will preserve convenient and efficient transit access to Downtown Seattle by providing an alternate transit connection to SR 99 to replace the current connections provided by the Seneca and Columbia mid-town ramps. At the same time, the project will improve access to the south end of Downtown Seattle, particularly the urban villages of Pioneer Square and the International District by establishing a designated transit pathway that will allow Metro to reliably redirect existing services to the area. By implementing cost-effective modifications to existing street right-of-way that prioritize transit movement, this project will help transit bypass traffic

bottlenecks in Pioneer Square that have made it challenging for transit to efficiently serve the area. This will allow more peak and all-day routes to serve south Downtown Seattle, thereby increasing access for a range of users to employment sites, cultural attractions, QWEST and Safeco fields and the intermodal hubs at King Street Station and the Colman Ferry Dock. The project will also support improved operational safety and reduce the potential for conflict between buses and other traffic by providing a level of exclusivity for transit with transit lanes. Dedicated transit lanes will also allow in-lane stops and reduce the requirement for buses to exit and re-enter traffic, further reducing potential for conflict. The conversion of two-way roadways to one-way roadways will also greatly reduce turning conflicts. Other improvements will address street configurations to better support bus movement.

Intermodal Opportunities and Connections

The couplet will enable Metro to efficiently expand service to the south end of Downtown Seattle, which will bring more transit service within convenient distance of intermodal hubs such as King Street Station, the Downtown Seattle Transit Tunnel and Colman Dock providing connections to Link, Sounder and Amtrak service as well as ferry service. Transit service traveling through south downtown along this corridor will also afford access to Sound Transit's planned First Hill connector.

Travel Choices

The South Main and South Washington couplet will expand travel choices by increasing the attractiveness and convenience of transit for more people. By providing a critical link from SR 99 to Downtown Seattle once the Alaskan Way Viaduct is replaced and the ramps at Seneca and Columbia Street are eliminated, the project will maintain the competitiveness of transit as a travel option for the 15,000 riders who currently travel on routes using the Alaskan Way Viaduct from West Seattle, Southwest King County and Downtown Seattle. The project will also establish a viable transit pathway to enable service to efficiently travel through the south end of Downtown Seattle, thereby expanding the attractiveness of transit and increasing travel options for people traveling to and from the south end of Downtown Seattle. The project also provides the preferred pathway for the West Seattle/Ballard RapidRide service which will provide an enhanced level of service and is expected to draw roughly 7,000-9,000 new riders. By providing a new, premium quality service, RapidRide will increase mode choice and will attract riders who have other options such as automobiles. RapidRide will decrease transit travel times with faster and more frequent service, provide more reliable service, increase the system and corridor capacity, and be a more comfortable way to travel. RapidRide will also complement walking and biking, making those modes more viable travel choices. With expanded service to south Downtown Seattle on RapidRide and other Metro routes, connections to other modes at King Street station and Colman Dock will be improved as well, expanding travel choices. Better access to south Downtown Seattle will also make it easier and more attractive for people to take transit to events held at QWEST and Safeco fields and increases transit access to government offices of King County and Sound Transit.

System Continuity

The couplet will provide a critical link between SR 99 and the Third Avenue transit corridor, thereby establishing a continuous pathway through downtown Seattle from the south end to the north end. Without the South Main and South Washington couplet, a missing transit link will exist between SR 99 and Downtown Seattle once the existing Seneca and Columbia Street ramps have been eliminated as part of the Alaskan Way Viaduct Replacement Project. The couplet will have the added benefit of providing a south Downtown pathway which will enable Metro to re-direct existing routes through the Pioneer Square area, leading to enhanced service through the area and increased connections to other modes such as Link, Sounder, Amtrak and the ferry system at King Street Station, Colman Dock and easy access to the Downtown Seattle Transit Tunnel. Investments in this couplet will leverage previous investments by Metro and the City of Seattle and address a remaining gap to create a continuous transit corridor between West Seattle and Downtown Seattle.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.

- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected "Corridors Serving Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. **Benefit to Centers or Manufacturing/Industrial Center.** Please address the following:
    - Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
    - Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
    - User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
    - Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

16. **System Continuity.** Please address the following:
    - Serving Centers. Describe how this project provides a "logical segment" that links to a regional growth or manufacturing/industrial center.
    - Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
    - Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

17. **Long-term Benefit/Sustainability.** Please address the following:
    - Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
    - Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. **Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

    - Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.

- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. "no idling" signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

Transit plays a major role in improving air quality and reducing emissions by attracting riders who would otherwise drive a personal vehicle. The South Main and South Washington couplet can help transit attract and maintain riders by preserving a vital connection for 15,000 riders between SR 99 and Downtown Seattle while significantly expanding service through Pioneer Square by establishing an efficient transit route in the area. Without a priority transit connection, service reliability could decrease making transit less attractive which in turn could lead to more riders choosing to drive alone. The couplet will also provide a needed pathway for the new West Seattle/Ballard Rapid Ride service. The RapidRide program is expected to attract new choice riders to transit with its high service levels, which will lead to a reduction in single-occupant vehicle use and vehicle miles traveled. Estimates for the West Seattle/Ballard line project that as many as 7,000-9,000 new daily riders will be attracted to the service. Vehicle miles traveled (VMT) could be reduced by an estimated 8,000-12,000 daily miles, with a reduction of carbon emissions of 8,000 -12,000 pounds per day on the RapidRide line alone.

By improving transit flow and reliability, the project will also help reduce the time that buses spend idling while stuck in traffic. This in turn will reduce emissions and fuel use. As a pathway that prioritizes transit movement with coordinated signals, dedicated transit lanes and facilitated turning movement, the couplet will help transit move more efficiently and reliably through the congested downtown area. The couplet will also link to the Third Avenue transit corridor thereby creating a continuous transit pathway through Downtown Seattle from the south end to the north end. Such pathways dedicated to transit movement help transit to bypass traffic congestion, which can account for 10-20 percent of bus travel time.

E. Project Readiness/Financial Plan (10 Points)

Introduction: **Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:**

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.

- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:
- Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
- Not yet completed - Section 106 Concurrence.
- Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not needed b. True Cost Estimate for Right of Way.

Not needed c. Right-of-way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not needed e. Right-of-way Certification.

Not yet completed f. Certification Audit by WSDOT R/W Analyst.

Not needed g. Relocation Certification, if applicable.
- Not needed - WSDOT Certification Audit of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Initial estimates for this project were completed as part of the Alaskan Way Viaduct project scenario development. Final FTA approval of environmental documents is expected in 2012. An engineer's estimate will be completed as part of the design phase during 2012. Environmental permits are anticipated to be obtained by 2012.

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE/Design	10/1/2011	STP	$631,200
			$
	Totals:		$631,200

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE/Design	10/1/2011	Local	$157,800
Construction	9/30/2012	Local	$375,855
			$
			$
			$
		TOTAL:	$533,655

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
Construction	9/30/2012	STP	$ 1,503,422
			$
			$
			$
			$
		TOTAL:	$1,503,422

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		**Scheduled Completion of Phases**	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	$	Planning:	
Preliminary Engineering/Design:	$789,000	Preliminary Engineering/Design:	2012
Right of Way:	$	Right of Way:	
Construction:	$1,879,277	Construction:	2013
Other (Specify) :	$	Other (specify) :	
Total Project Cost:	$2,668,277	Estimated date of completion (i.e. open for use)	2013

E. Identify the project phases (PE, ROW, CN, etc.) that will be <u>fully completed</u> if requested funding is obtained:

The project will be completed in full.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

F. Other Considerations (No Points)

21. Please describe any <u>additional</u> aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

S WASHINGTON & S MAIN STREET

Map produced by King County Department of Transportation, Transit Division, Service Development Section, Service Planning Group CF: c:\swashington_smain

King County


KING COUNTY
Seattle
Study Area
N
0
5
10
Miles
King County
Washington State